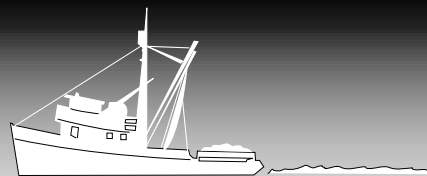




Fishing Safety UPDATE



MARINE SAFETY DIVISION, FIRST COAST GUARD DISTRICT

No. 9 WINTER 1997






PREVENTION THROUGH PEOPLE

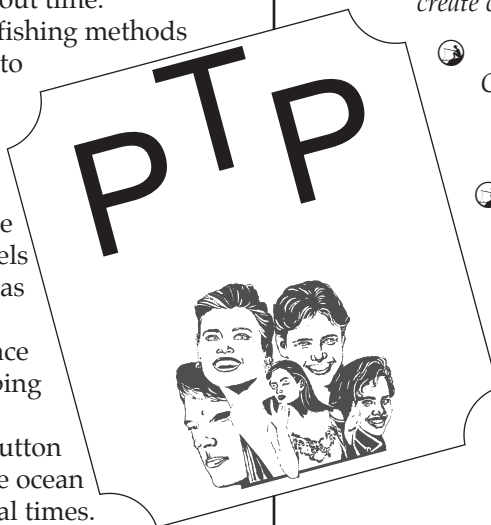
Fishing as an occupation has been with us since the beginning of time. It is an honorable profession that is rich in both history and lore. Some of the world's great political and religious leaders had their roots in the fishing industry. It is an industry unlike any other in that it has survived and progressed throughout time.

Technological advancement has seen fishing methods change from simple spearing devices to baited hooks to massive nets that occupy hundreds of acres of ocean. No longer does a fisherman just go to sea and return with a full load of fish in a day. The advancement in new age electronics and bigger and faster vessels has led to a depletion of stocks that was unthinkable just a few decades ago. Satellites circling the earth high in space help locate schools of fish. Vast mapping of the ocean bottom and instant position location from the push of a button on board a fishing boat has shrunk the ocean to the equivalent of a lake from Biblical times.

All of these improvements to the industry have addressed the vessel, the net, the satellite system, the engines and everything else that helps to catch more fish. The important area that has been neglected in all this is the improvement of conditions that affect the human. As with so many other areas in life the well being of the individual has been overlooked. Fishing has been and continues to be the most dangerous occupation. While we have succeeded in improving our fishing vessels from an engineering perspective, we have failed to make similar improvements in the human elements of the fishing industry.

The Coast Guard's PREVENTION THROUGH PEOPLE PROGRAM (PTP) is an initiative that focuses on the human element to help with vessel and crew safety. PTP speaks to the people side of safety, instead of just focusing on technology. The program is guided by 5 basis principles:

- 
Honor the Mariner
Seek and respect the opinion of those who do the work afloat and ashore,
- 
Take a Quality approach
Talk with and listen to all elements of the fishing industry to create constant improvement,
- 
Seek Non Regulatory Approaches
Concentrate on new and innovative solutions that do not involve regulations but yet improve safety,
- 
Share Commitment
The Coast Guard, fishermen and vessel owners and operators must work together to achieve a common good. All parties must be willing to learn, listen, and compromise as long as safety is not compromised,
- 
Manage Risk
Apply cost effective solutions to safety



So what does all this really mean? Simply put, the Coast Guard is committed to preventing accidents through giving people the ability to be safe. Those "people" are you, me, the owner, the fishing vessel's crew, their family members and anyone else that has a concern for the safety of the fishing industry. It is said that 85% of all problems are the fault of the systems which govern or manage people, not the fault of people themselves. Working towards understanding and fixing the system gives fishermen the ability to do their job better and safer. Who better to make improvements than the people actually doing the job. The Prevention Through People Program hopes to foster a cooperative attitude that allows fishermen to **want** to do their jobs correctly.

The fishing industry has many problems which are caused by people being restrained in their ability to always do what is right. Some of these problems are due to Government regulation, some due to ownership and some are due to the design of the fishing vessel and its equipment. We want everyone focusing on prevention methods to ensure that fishermen are given the ability to do what is necessary to perform their jobs correctly without providing the means that allow a potential accident to turn into a real accident.

DEATH BE NOT PROUD..

No one has any desire to write any more regulations that are written in blood. Typically, many regulations are written in reaction to a catastrophic incident that resulted in loss of life. During the past four years the largest single cause of death to individuals in the fishing industry has been man overboard. To legislate corrective action would require that all fishermen must wear survival suits and carry an EPIRB while working on deck. This solution does not address the root of the problem. In most cases the person went overboard while working alone or while answering nature's call. In almost all these incidents, no one heard or saw anything. The bottom line is that 15 fishermen have died in the First District in the past four years from falling overboard.

A lobsterman fishing alone is setting his traps when he learns too late that he is entangled in his trawl line and about to be pulled under with no one else around to help. **If this sounds familiar, it is. This very tragic scenario has played itself out in 80% of the man overboard deaths.** This is a shocking statistic. All three man overboard deaths in 1996 were the result of the lobsterman becoming entangled in his gear and being dragged overboard. This devastating problem is a prime area for using the PTP program. We strongly encourage all persons involved in the lobster industry to work with us in developing non regulatory solutions. You are the people who know how to improve the situation and this is a perfect opportunity to make a life saving difference. Please call any Voluntary Dockside Examiner listed in the enclosed chart at the end of this newsletter to make recommendations or comments.

There are a number of personal locator beacons on the market that transmit distress signals should one fall overboard. New, lightweight suspender type personal flotation devices are also available that are not a nuisance when

working on deck. The PFDs are not made for commercial vessels but they may save your life. If requesting a waiver for any type of safety equipment, these items would be a good argument for an equivalent measure of safety.

HUMAN ERROR

The most important issue...is quality and safety-avoiding accidents...there's no substitute for people when it comes to safety

Human error plays a major role in fishing vessel accidents. Said to be a direct or indirect cause in 80% of all casualties, it generally results from a lack of knowledge in vessel operations that do not relate to the business of catching fish. *The definition of human error is an unintentional action that leads to unwanted results.*

No fishermen wants to fall overboard, or become entangled in a winch or have their vessel sink from under them. Human engineering is a science that addresses the needs of people in different working environments. In common terms, its goal is to control the incidents and effects of human error within the fishing industry, and to help with productivity and safety. There are a number of factors that we must be aware of when dealing with solutions to human error. The most important are:

⊗ Internal Factors

Design flaws such as vessel equipment, operating procedures, training, workload and job design.

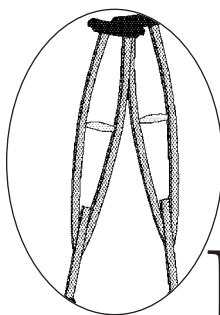
⊗ External Factors

Personal or psychological factors and physiological factors. These are things such as physical build, weight, height, age, intelligence etc.

⊗ Synergistic Factors (A factor where two or more actions make an effect of which each individual is not capable of making)

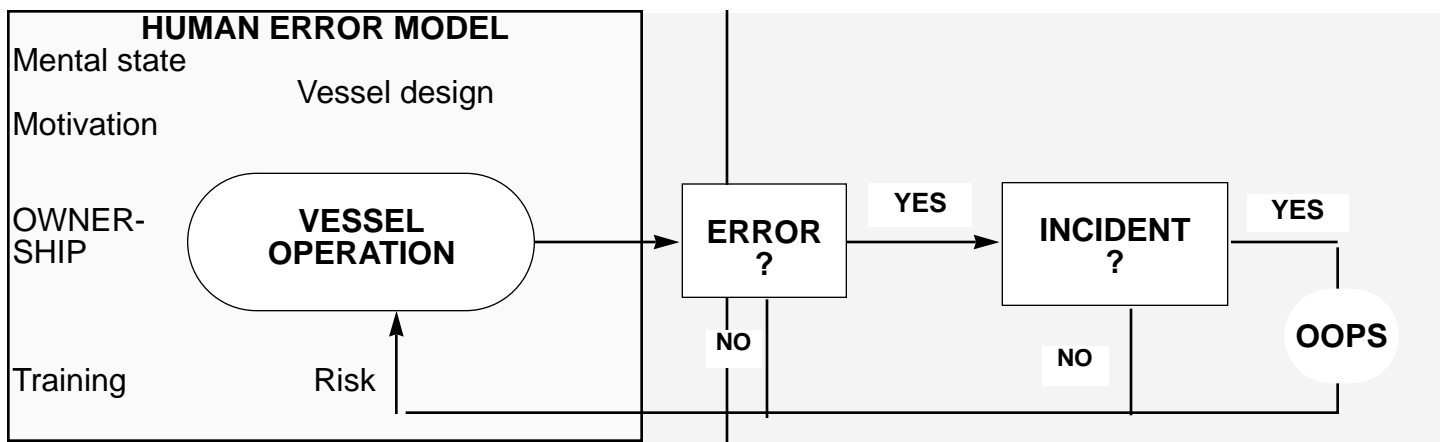
Job requirements that lead to fatigue or job learning demands.

All of these factors must be taken into account to improve the working environment for fishermen.



ERROR SEQUENCE

Human errors will never be totally eliminated because they are part of being human. What we can focus on is stopping the error at a point before disaster



occurs. Sometimes errors occur as a result of a single event where one behavior leads to a sequence. An example would be putting tabasco sauce on a donut. This behavior results in a hot tongue. More often, sequences of events and errors occur that result in bad consequences. An example would be that someone stayed up all night consuming alcohol, takes a boat out fishing and then works around a winch. A disaster is waiting to happen in this case. However, interruption at any point in the sequence can alter the adverse consequences. For example, the crew has been working for twenty hours straight and everyone has gone to sleep. You wake up and notice your fishing vessel is not responding the way it should, a crewman goes below and notices that the lazarette is rapidly flooding. None of the crew know what to do. The pumps cannot keep up with the flooding. The consequences from all this is that the vessel is going to sink. Intervention at a number of key areas could have saved the vessel...

- ⊕ The vessel could have been maintained better and perhaps a broken frame would have been noticed
- ⊕ The crew could have been assigned times to make a round of the vessel, thus noticing the leak earlier
- ⊕ The crew could have been trained in damage control techniques and provided with the equipment and know how to fix this situation
- ⊕ The crew could have been given the proper rest and the accident may have been detected earlier.



Human error occurs all the time. Human errors that lead to a casualty occur rarely. The difference between the two is demonstrated in the above diagram. A crewman works on a fishing vessel all the time. The occupation in itself is risky but also he is working in an environment that always has a lot of things going on at the same time. The crewman may

not even be aware of all these factors but he is subject to his or her own physical and mental constraints as well as outside factors such as the condition of the vessel, its

equipment, the training provided, their desire to be there, and the oversight of the owner. The crew or master makes errors all the time. The operator may not be paying attention but rarely does this result in a collision or grounding. The operator may not have been given enough rest and falls asleep while navigating the vessel. There is no other vessel in the area so there is no casualty. If an incident does arise as a result of the error that is where the problems arise.

What can or should you do to avoid errors and deal with resulting incidents.

- ⊕ Initially design the fishing operation to avoid errors. For example...a lobsterman should eliminate any situation that would enable him to become entangled in his trap lines
- ⊕ Provide a means to detect errors that do occur. For example..high water bilge alarms, smoke detectors, depth sounding alarms etc.
- ⊕ Provide a means to undo the error. Give someone who has been working for 20 hours extra sleep.



First Coast Guard District
 Marine Safety Division (m)
 408 Atlantic Avenue
 Boston, Mass. 02110-3350
 (617)-223-8440

RADM John L. Linnon
 Commander, First Coast Guard District
CAPT James D. Garrison
 Chief of Staff
CAPT Eric J. Williams III
 Chief, Marine Safety Division

Northeastern Fishing Vessel Safety Update Staff

Ted Harrington
*fishing vessel
 safety coordinator
 Editor*

Bob Higgins
*fishing vessel
 safety specialist*

CDR L. Bowling
*Chief (moc)
 Branch*

Tighten the shaft coupling that has been leaking for so long.

- Provide a means to reduce the adverse effects of errors. Provide training in damage control, firefighting etc. Ensure pumps are operational and the crew knows how to use them. Provide signs, placards and procedures to reduce errors.

Taking the time and effort to recognize the human element is very important and can be the best thing you do to save money and lives. While no vessel can ever be regarded as unsinkable, it should be able to absorb a number of errors before there is a danger of sinking.

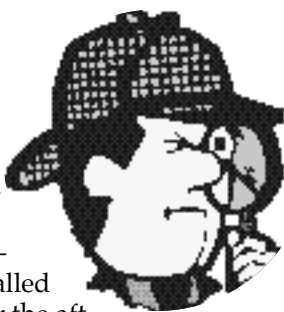
CLAMP UP



One of the most common and potentially dangerous situations our dockside examiners encounter are worn hoses and corroded clamps. The examiners often find badly worn hoses that could lead to a potentially dangerous flooding condition. Take the time to inspect and replace your hoses when needed. A related problem with hoses is worn or rusted clamps. Having a hose back off a fitting, especially a sea strainer can have disastrous consequences. A good and cheap way to eliminate or lessen this error is to double up on clamps.

FOUR EYES

This article from our folks on the left coast is worth passing on. Some people claim they have eyes in the back of their head. Why not apply that idiom to your fishing vessel to apply some PTP principles. The ALASKA SPIRIT installed four video cameras looking over the aft work deck for an all encompassing view of his work area. He admits it has been one of his best investments and credits the system for saving a number of his crew. What better way to keep an eye on crewmen when the weather is bad or when crew are on deck at night. In this case the eyes have it.



Additionally, video is the best way of telling a story. The Coast Guard is always interested in obtaining video of incidents that may provide a lesson learned for others.

WORDS TO LIVE BY

....Some succeed because they are destined to, but most succeed because they are determined to.

.... You can't develop a good business on what your going to do.

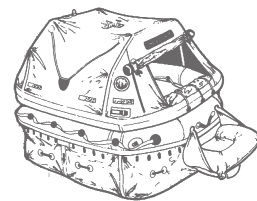
.... Remember this; when you're through changing...you're through.

NEW SURVIVAL CRAFT REGULATIONS

The Coast Guard has issued a new interim rule on survival craft carriage requirements.

When the survival craft regulations were first implemented there was an exemption clause for those fishing vessels that operated within 12 miles and carried 3 or fewer crew.

This applied to all vessels. The Federal Register of November 5, 1996, adopted an interim rule that alters that exemption. The Coast Guard received over 500 comments opposing the survival craft requirements when they first came out. The main objection was that requiring additional craft on small vessels might actually create more hazards such as affecting the stability of the vessel.



The Coast Guard agrees in part and these new proposed regulations reflect a modification of the original exemption. The exemption for no survival craft remains for all vessels less than 36 feet that carry 3 or fewer individuals and operate within 12 miles of the coastline. In other words, there is no change for these vessels. For all vessel 36 feet or greater in length that operate within 12 miles of the coastline and carry 3 or fewer crew, they will now have to carry survival craft. There is still a modification to the requirement for these vessels; instead of needing an inflatable liferaft, a buoyant apparatus will be allowed for all those vessels.

This may be confusing to many fishermen. Please call the nearest Marine Safety Office for clarification. Be sure you know what is required. As with any new regulation there is often confusion on what is needed. Be sure you know to avoid an error. The above changes are not due to take place until May 5, 1997. This interim rule is subject to change based on the comments received from the Federal Register notice.

PLEASE EXCUSE US

In the same Federal register that proposes to amend the survival craft carriage requirements, there is a section amending the safety exemption procedure. A commercial fishing industry vessel may be exempted from certain requirements upon written request to the Commandant if the request is reasonable and the safety of the vessel and those on board will not be affected.

The Commandant may also issue an exemption to a class or fleet of vessels. The request must be sent to the local Coast Guard District Office, who will make a recommendation and then send the package to the Commandant. Any vessel granted an exemption must keep the exemption letter on board the vessel at all times. The exemption may be revoked if it is later determined that the safety of the vessel and those on board is adversely affected.

THE TECHNICAL MANUALS

The National Oceanic and Atmospheric Administration, National Ocean Service (NOS), which annually publishes the Tide and Current Prediction Tables, is experiencing a shortage of funds to print and distribute these tables. Other Tide and Current tables will fulfill the safety requirements if they are printed from NOS information. Tide and Current tables are being printed by the following companies from original NOS data files: McGraw Hill Company 1-800-722-4726 and REEDS Nautical Almanacs, 1-800-995-4995.

EXCESS EQUIPMENT



Don't just throw away that excess safety equipment. A frequently asked question by both fishermen and Coast Guard boarding officers alike is what to do about excess safety equipment. Usually, more is better but that is not always the case.

To help clarify this issue, the Coast Guard issued a policy

letter. It states that all safety and lifesaving gear in excess of that required in Part 28 of 46 CFR (the section dealing with F/V safety), whether an approved type or not, when carried on any fishing vessel must be:

- ⑦ Maintained and inspected as required by regulation and according to the manufacturer's guidelines; **OR**
- ⑦ Distinctly and permanently marked that it is to be used **only** for training if it does not meet maintenance and inspection standards; **OR**
- ⑦ Removed from the vessel if it does not meet maintenance and inspection standards and is not marked for training only.

All excess safety or lifesaving equipment retained on board a vessel for training purposes shall be stowed so it will not be mistakenly used during an actual emergency. The purpose of this policy is to be fair to the fishermen and yet ensure the equipment is able to be used if needed in an emergency. For equipment that should not be used, it must be marked so no one can mistake it for emergency equipment.

FCC LICENSE

Some of you may have applied for renewal of your FCC licenses and been told you no longer need one. There has been much confusion over this issue.

Recreational boaters do not need an FCC license. That is fairly straight forward. Commercial vessel are somewhat different. The following vessels are presently not considered recreational:



- ⑧ Cargo ships over 300 gross tons operating in the open sea,
- ⑧ Vessels certified by the Coast Guard to carry more than 6 passengers for hire in the sea or tidewaters of the U.S.,
- ⑧ Power driven ships 20 meters in length on navigable waters,
- ⑧ Ships of more than 100 gross tons certified by the Coast Guard to carry at least one passenger on navigable waters,
- ⑧ Tow boats of more than 7.8 meters in length on navigable waters; and
- ⑧ Documented commercial fishing industry vessels that operate beyond the Boundary Line as described in 46 CFR Part 7.

The reason that documented fishing vessel operating beyond the boundary line are required FCC licenses is that they are the vessels that are required to carry VHF radios by law. You can access the FCC HOTLINE by calling 800-322-1117 then press "2", then press "1".

SERVICING INTERVALS FOR LIFERAFTS



Most fishermen know that liferafts have to be serviced every year unless they are new, in which case they do not have to be serviced for two years. The servicing requirement is meant to act as a life insurance policy for the raft. If it is serviced, you can rest assured that all the equipment is up to date and operational.

However, the question arises for new rafts as to when the two years begins. A new Coast Guard policy states that the servicing period may be extended by the amount of time the liferaft is held in climate controlled storage. This policy is based on the fact that the liferaft is not subject to the same deterioration with the passage of time as a raft installed on a vessel. Therefore, for a new raft on an uninspected fishing vessel, with a first servicing interval of two years, the raft does not have to be fully serviced until two years after the raft leaves storage (after undergoing tests required by the Coast Guard based on the amount of time the raft was held in storage).

Simply put, if a fisherman buys a new liferaft, he should be aware of the above policy. He should be getting a raft that does not require servicing until fully two years from his date of purchase. A new proposed regulation is forthcoming on this issue.



WHY A LIFERAFT

You don't have to ask that question to the crew of the ISABELLE J. The master and his two crew members escaped a fire on board the vessel, abandoning the ship in a liferaft near George's Bank, where they waited just 45

minutes to be rescued. The scenario for this casualty is very familiar and should be taken as a lesson learned for other mariners.

The first indication that there was trouble was when the crew spotted smoke. By the time they opened the wheelhouse door, it was fully engulfed in flames. The crew then activated their EPIRB and issued a mayday on the radio, although they never got a response before abandoning their vessel. The crew had survival suits on board but was not able to get them because of the intensity of the fire. All three men were rescued by a Coast Guard helicopter from their liferaft.

Last summer the crew of the 48 foot gillnetter TRIUMPH was fishing about 35 miles southeast of Nantucket when one crew member smelled something burning. When he went to investigate, he found a charred spot on the ceiling of the engine room, but it was cool to the touch. The crew continued fishing but soon found the engine room engulfed in flames.

The crew tried to contact nearby vessels but because of heavy smoke could not see navigation instruments to give their location. Luckily a nearby vessel saw the smoke and went to help the burning vessel. When assistance arrived the crew had abandoned the vessel into a liferaft and their fishing boat burned to the waterline. Chalk up another three lives saved by liferafts.

DUMB LUCK



There is luck, dumb luck and just plain stupidity. When it comes to working at sea, I'm sure you hear as many stories as we do that more people survive by luck and dumb luck than seems humanly possible. To demonstrate; recently a fisherman stepped on a deck load of dogfish and slipped overboard while he was alone. Luckily he was only 200 yards from the beach but the water temperature was still cold. It took him 45 minutes to swim the distance after he discarded his boots and foul weather gear. The man tragically lost his boat but not his life. This was **luck**.

Another vessel recently suffered a flooding problem. The two man crew was not very proficient at damage control techniques and decided it was in their best interest to abandon the vessel. Unfortunately, they did not know how to launch their inflatable liferaft. They decided to throw it on the deck and pull the inflation painter and board the raft on the deck. As the vessel began to sink by the stern, waves poured in from the aft ramp and gently

pushed the raft against the pilot house and then as the wave retreated they would wash back towards the stern. They hoped that as the vessel sank they would float free. Finally, the captain told his crewman to look out the raft and see what the condition was. As he peered out a wave carried him back toward the net drum which immediately came in contact with his head. He suffered a rather large cut but at the same time the raft also floated under the drum and free of the vessel. This is **dumb luck**.

Then there is the anonymous, not so fictitious operator who goes to sea with his pumps barely keeping up with the flooding of his deteriorated wood hull vessel. He does not have a liferaft nor EPIRB nor survival suits but he is not concerned because nothing has ever happened to him. He voices his independence and says fishing has been in his family for generations. This is **STUPID**.

Luck has been said to be a lazy man's estimate of a hard worker's success....good luck is often what happens when preparation meets opportunity.

PREPARATION VS OPPORTUNITY

The opportunity to use survival equipment is not something anyone would look forward to, however, it is very important that the crew of a vessel be prepared if that opportunity does arise. Drills are an absolute must for every fishing vessel crew. The following training should be incorporated into every vessel's fire safety drills. As we have seen, fire usually strikes fast and without much warning, it is imperative that people react right away and not have to think.

Each member of the crew must participate in at least one fire drill every month. A drill should take place within 24 hours of the vessel leaving port if more than 25% of the crew is new to the vessel. Fire drills should include:

- 🔧 Preparing a station bill that lists the jobs assigned to each crewman by name
- 🔧 Shut off air supply to the area: close hatches, ports, doors, ventilators etc.
- 🔧 Deenergize electrical supply to the area if possible,
- 🔧 Immediately use a fire extinguisher or water if not an electrical fire,
- 🔧 Utilize the deck washdown hose as additional fire fighting equipment. A standard garden hose nozzle

may help.

- 🔧 If unable to control the fire, call the Coast Guard and prepare to abandon the vessel.

Please remember there is no substitute for being prepared. Luck usually happens for a reason, and that reason is the recipient of the luck was prepared.

THE BOY SCOUT MOTTO

Referring back to the Coast Guard's Prevention Through People Program, The Marine Safety Office in Portland has built a damage control sim-



ulator for small fishing vessels. The 6x10 foot aluminum boat mock-up is designed to teach fishermen how to make temporary repairs in emergencies common to the fishing fleet. The simulator shows 8 of the most common problems leading to flooding and sinking. Some of the scenarios demonstrate a broken hose, a breached hull, a loose flange, a leaking rudder post and a leaking wet exhaust among others.

The simulator shows fishermen how to use readily available and inexpensive materials to solve or lessen shipboard problems so that the crew will not have to use survival suits, rafts and flares. A decent damage control kit can be made up for less than \$75 dollars. The knowledge and preparation time invested in damage control techniques could be the difference between life and death for your crew. Stopping or even slowing a leak may give you valuable hours in which to be rescued or return to a safe area.

For more information on this simulator or damage control kits, please contact Jeff Ciampa at the Marine Safety Office in Portland at 207-780-3251. A second model has been built for the southern part of New England. Please call Paul Saunders at the Marine Safety Office in Providence at 401-435-2300 if your group is interested.



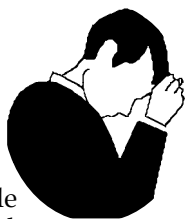
DECISIONS... DECISIONS

The decision on whether to abandon ship is one that is not easily made. The decision should be made based on informed choices and a knowledge of the ship and situation. Preparation is again the watchword. Abandoning ship is usually the result of either fire or sinking. We

have already talked about fire and what to do when the situation is hopeless: Some designated person should call the Coast Guard while the rest of the crew is preparing life-rafts, EPIRBS etc.

If a vessel is taking on water it is important to know when the situation is hopeless. The vessel's bilge pumping capacity is a must for every master to know. If you know your pumping capacity and can guess the rate of leakage, you can then assess your situation in an intelligent manner. The chart on the right gives an indication of the flooding rate in gallons per minute based on the size of the breach and the depth below the waterline.

For example, if a breach of the hull is suffered 7 feet below the waterline and the hole is only about 4 inches in diame-



ter then your vessel will be taking on 831 gallons of seawater per minute. That is a lot of water and your vessel's pumps may not be able to keep up with the ingress of water. This is where damage control can help you greatly. A conical wooden plug with a cloth may stem that flooding to a trickle or even if the hole is reduced to 1 inch, you are then only taking on 52 gallons per minute. Most vessels can handle that amount.

Remember the first rule of survival in cold climates is to stay dry. Don't leave the vessel unless you have to. If you must leave, abandon the vessel in an orderly manner, dress warmly or preferably don a survival suit and get into the raft without entering the water.

Flooding rates depend on the size of the breach and the depth below the water. The below table shows the flooding rate in gallons per minute

Flooding Table

Diameter of the hole in inches

	1	1.5	2	2.5	3	3.5	4	6
1	20	44	79	123	177	241	314	707
2	28	62	111	174	250	340	444	1000
3	34	77	136	213	306	417	544	1224
4	39	88	157	245	353	481	628	1414
5	44	99	176	274	395	538	702	1581
6	48	108	192	301	433	589	770	1731
7	52	117	208	325	468	636	831	1870
8	56	125	222	347	500	680	889	1999

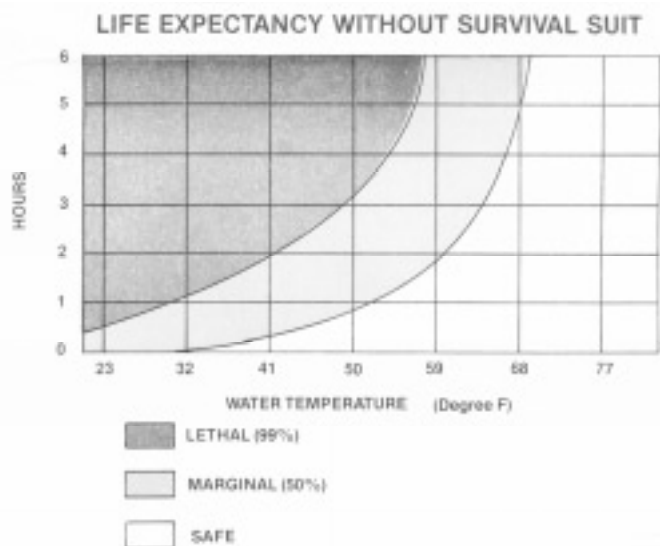
Any flooding situation should be considered dangerous. By recognizing potential flooding rates the master may be able to assess whether the ship's pumps can handle the situation or an immediate call should be made to the Coast Guard.

DRESS FOR SURVIVAL

During these cold winter months the biggest enemy in any battle to survive in the water is cold. It will sneak up on you unless you can recognize the symptoms and act accordingly. Hypothermia is the word you usually hear when cold water survival is discussed at sea. Hypothermia occurs whenever a body is exposed to cold water or air long enough to cause a drop in core temperature. The degree of hypothermia depends on the temperature of the water and the length of time spent in the water.

As the chart on the next page indicates, in very cold water you may have only a matter of 1 hour or less before the cold becomes fatal. The best protection against hypothermia is a survival suit. The survival suit should be treated as your primary piece of

survival gear. The international performance standards for an immersion suit state that the suit must be designed to ensure the wearer's body temperature does not fall more than 3.6 degrees F after a period of 6 hours immersion in calm, circulating water at a temperature of between 32 de-



degrees and 35.6 degrees F. Design standards are only half the battle. Upkeep and maintenance of the suit are just as important.

The suit must fit properly and form a tight seal around the face. It should be free of holes or other defects, and have a free sliding zipper that is lubricated regularly with paraffin. We have had two fishermen die in the past three years largely because their zippers on the survival suit could not be operated. At a minimum, every crew member should try their suit on at least once a month. Preferably, each crew member should don the immersion suit and jump in the water. Suits should be donned in less than 60 seconds but knowing how to get your suit on may not do you any good if it takes several minutes to get at it. Know where the suits are and stow them in an easily accessible location.

STEP THIS WAY

The typical Coast Guard boarding officer joined the Coast Guard because of its heritage as being the premier life-saving service in the world. Saving a life or rescuing a fisherman in distress is probably the most satisfying experience they will have. There are however, many other jobs that a boarding officer must perform in addition to their search and rescue missions.

Law enforcement and safety checks are also part of their responsibility as law enforcement officials. Fisheries enforcement boardings are not as well received as seeing the cutter when the fishing vessel is in distress but these are the same group of people who respond to distress calls in all types of weather.

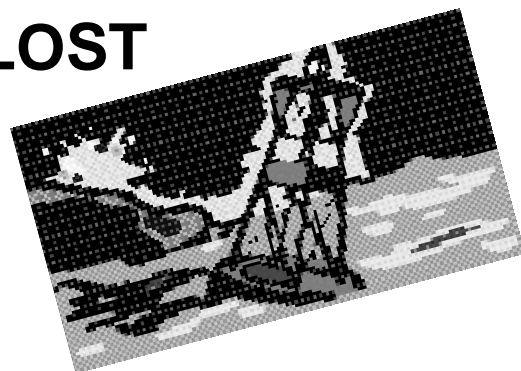


Respect is the name of the game. Please extend these Coast Guard boardings officers the same courtesy you

would if they were trying to save your vessel as when they conduct fisheries boardings. They are just doing the job they are assigned.

Provide a safe boarding ladder if your freeboard is more than 4 feet or sea conditions are not amenable for a boarding. Send over a safety line or manrope and provide lighting of the boarding ladder and deck for safety. These are the same men and women who risk their lives when your lives are in danger.

THE LOST



WEEKEND

The third weekend in January took a heavy toll on both the fishing community and Coast Guard rescue resources. Two fishing vessels sank and another was damaged during a storm that produced winds in excess of 45 knots and seas over 20 feet. The first incident involved the 92 foot steel vessel TRINITY. The Coast Guard received a call that the vessel was taking on water in the fish hold and net locker. The engine room and lazarette were dry but the pumps could not keep up with the flooding. The Coast Guard Cutter SENECA was diverted from patrol and a helicopter was launched from Cape Cod. The 5 person crew decided to abandon the vessel into their liferaft. The EPIRB was set off and at 12 minutes after midnight the crew was in their liferaft. Eight minutes later the CG helicopter was on scene and deployed a rescue swimmer. Three crewmen were hoisted into the helo and the other crew members were plucked from their raft less than 2 hours later. **5 lives saved.**

The next incident involved the 85 foot wooden hull fishing vessel COMMODORE. The Coast Guard received a distress call from the COMMODORE at 36 minutes after midnight stating they were taking on water at a rapid rate. The engine room was 75% filled with water and the vessel lost all electrical power and was unable to use pumps. The crew of 6 set off their EPIRB and two helicopters from Cape Cod were launched to respond to the distress call. At the same time the Coast Guard Cutter SPENCER was diverted to assist. The six person crew decided to abandon

their vessel into a liferaft. Within 2 hours two Coast Guard Helos arrived on scene and dropped a liferaft, radio and distress marker. The helo dropped two rescue swimmers into the water and all six crew members were hoisted to safety. The vessel was 125 miles east of Cape Cod when the initial call was received at 0036R. By 0458 the crew of the vessel was safely delivered to Cape Cod. **Lives saved 6.**

The third incident involved the F/V LADY MARIA. The vessel was hit by a rogue wave that blew out all but one of the pilot house windows. The wave caused all electronics to be lost except for a VHF radio. The 4 person crew had their liferaft, survival suits and distress signals ready. Two other fishing vessels responded to the distress situation, the F/V CAITLIN and the F/V THERESA MARIE IV. The crew of the damaged vessel placed plywood over the windows but with severe icing the master could not see where he was going. A Coast Guard Helo and C-130 also responded to the incident. The Cutter SPENSER arrived on scene and when the weather let up a bit they made plexiglass windows for the stricken fishing vessel and escorted the vessel back to shore.

LESSONS LEARNED

The above incidents demonstrate how closely the fishing industry and the Coast Guard are linked in their every day lives. All of the fishermen involved on the vessels and all the Coast Guard response personnel were working for one purpose; The survival of human lives. There is no worthier goal nor more honorable act than to risk your own life to save another. Every fisherman should recognize that these same Coast Guard men and women are the same ones that board your vessel for fisheries and fishing vessel safety compliance.

Compliance is the goal, survival is the result

It is important to recognize that at least 11 people are alive today not only because of the Coast Guard response but also because the vessel had the means to extend their survival time. The presence of the liferaft, EPIRB, survival suits and radio were also life savers. Next time a boarding officer is checking for safety equipment, remember, his sole reason for doing so is to ensure that the vessel has the means to extend a person's survival time if the need arises.

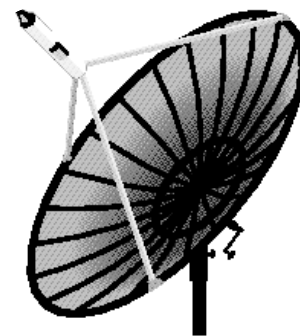
WHAT'S YOUR LIMIT

The previous examples also demonstrate that working at sea can be very dangerous. No matter how big or well built a fishing vessel may be it still is only a speck in a huge ocean. It is imperative that the master know the limits of his/her vessel. Even in a vessel that is well maintained the danger of flooding or sinking in severe weather is very real. If the vessel is not well maintained then a casualty is only a matter of time. There are many fishing vessels that have no business operating off-shore in severe weather.

Coast Guard statistics indicate that almost 50% of all fishing vessel sinking incidents occur right at the dock. This doesn't paint a very rosy picture. It shows that many vessel are poorly maintained and luckily (???) sank at the dock instead of at sea. Liferafts, survival suits and EPIRBS should be used as a last resort. To guard against use of your last resort, constantly check the seaworthiness of your vessel. Times are tough for many fishermen but nothing should jeopardize the lives of the crew on that vessel. A Coast Guard voluntary dockside examination may help point out areas of concern. To request a dockside examination please consult the chart in this newsletter.

NUMBER PLEASE

Registering your EPIRBS may be one of the most important things you ever do. It just takes a few minutes to complete the registration form and provides rescue units the critical information needed to speed up response. NOAA has said that response to a registered EPIRB situation may be as much as 6 hours faster than if the EPIRB is not registered. Once your EPIRB is registered you will receive a decal from NOAA that is placed on the EPIRB. The decal is good for two years. If you sell your EPIRB or move it to a different vessel you must contact NOAA.



To check to see if your EPIRB is registered, please call the registration number at 301-457-5430 or 5428.

FROM THE DESK OF PERRY MASON



You have just been boarded by the Coast Guard and they have found items of safety equipment missing or not in order. What happens next? The Coast Guard boarding Officer will give you a copy of the boarding form (CG 4100) that lists the discrepancies they found. Some items may be corrected on the spot and others may be more significant. The Boarding Officer may issue a warning or s/he will submit the form for civil penalty action. If penalty action is recommended the form is sent to the First District Office in Boston. It is reviewed there for accuracy and applicability. **The main goal of the at sea boarding program is compliance.** The history of the vessel and owner is on the Coast Guard's national computer data base. Past history is a determining factor in whether a penalty is recommended and how much the penalty should be.

If the vessel has a current voluntary dockside examination decal, the penalty is usually waived and a warning is given. If there is no examination decal, then a penalty is usually recommended depending on the severity of the deficiency and the past history of the vessel. Relatively minor violations that do not affect the safety of the vessel or the crew usually result in a warning if the cited party provides proof that they have corrected the situation.

If the case warrants penalty action, a case file is sent to the Coast Guard Hearing Officer recommending a civil penalty. In reviewing the case file, the Hearing Officer considers: the nature and seriousness of the violation; the culpability of the responsible party; corrective action taken; any prior history of violations or penalties paid and other matters as justice may require. The Hearing Officer is an independent adjudicator who is prohibited from investigation or preparation of the case against the responsible party.

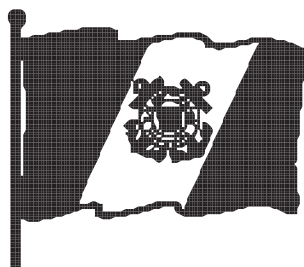
The Hearing Officer will advise you of the preliminary amount he feels appropriate. You, as the cited party, then have an opportunity to present your side of the story. You will have access to everything in the case file including past violation history and any notes in the record. Your three options at this point are : Pay the penalty, submit written statements or request a hearing. The hearings are informal in nature and are held in Boston. Waiver of a portion of the penalty is possible provided the specific violation does not involve criminal wrong doing or a significant

threat to health or safety. The amount of the penalty waived may include any money expended to come into compliance with the regulation. Again the goal of the safety program is compliance, **any effort to reduce or eliminate the penalty revolves around compliance.**

CYBER NEWS

The world Wide Web is a fairly new technology that permits rapid transmission of a lot of information. The key word in the preceding sentence is information. The Coast Guard in Washington maintains a Web site that presents lots of information. The information includes Marine Safety Program issues, Lessons Learned, Safety Alerts, Investigations, Standards and Compliance, Publications Reports and Forms, regulatory notices, Changes and Final Rules and various other information. The URL address is <http://www.uscg.mil/hq/g-m/>.

AUXILIARY NEWS



The Coast Guard Auxiliary is an integral part of the fishing vessel safety program. There are many qualified dockside examiners in the First District who bring their experience and dedication to the program. Some of these Auxiliarists volunteer 25-50 hours a week in making the F/V safety program that much better. These Auxiliarists motivation for putting in so much of their time is solely because they believe they can make a difference and maybe save a life by ensuring a fishing vessel crew goes to sea with the best possible chance for survival if something should go wrong.

Auxiliarists **Joe Marshall** and **Frank Kunz** recently received the Coast GUard Auxiliary's Award of Merit for their work in this program. They both deserve all the thanks they can get for their unselfish work.

Mr. Bob Childs is the Coast Guard Auxiliary Liaison person for the First District. Should anyone have any question, comments or suggestions concerning the Auxiliary's participation in the F/V Safety Program please contact Bob. He can be reached by calling the Auxiliary Office at Otis ANGB at 508-968-6600.

Bob Childs, Frank Kunz, Joe Marshall, and Ed Hughes recently enlisted 90 vessels into the voluntary dockside examination program at the Mass Lobsterman's annual meeting in Hyannis.

NAUTICAL SUPERSTITIONS



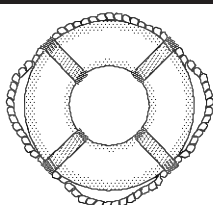
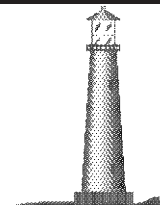
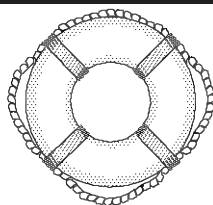
Light of the moon: There is a superstition that the moon is unlucky. In olden times, sailors would bow to the new moon. They would also try to avoid stepping on, or over, the "moon line" - parts of the deck that were illuminated by the moonlight.

Eyes...A seafaring tradition of the Mediterranean and the Far East is the painting of eyes on each side of the bow of a boat. In ancient China this was believed to help guide the ship. To the ancient Egyptians the eye was that of the gods Osiris or Horos, both of whom prevented harm from black magic.

Crow's Nest: The ancient vikings actually carried crows on the little platform on the masts of their ships. When lost they would release a crow and follow it as it flew towards the nearest land. Hence the name for this little platform in these days of compasses, radio and radar.

Compass: The compass as a guide to sailors was used by the Chinese as far back as 2364 B.C. But the first recorded use in sea travel was made by a Chinese writer in about 750 B.C. It was brought to Europe by Marco Polo.

SAFETY ALERT!!!!



Alden electronics announced last year that they were recalling all SATFIND 406 EPIRBs shipped from November 1993 to early December 1994. This recall affects models S1000, S1005, S1010, and S10125 only. These units have a bright yellow case.

Alden notified registered users to return the unit for free replacement of a potentially defective battery pack on these models, and to replace the upper support bracket on Category I automatic release units. If you have one of these units or know someone who does and they have not sent the unit to Alden please let them know. Alden can be contacted by calling 508-366-8851.

Dockside Exams

IT BEARS REPEATING

Commercial Fishing Vessel Safety													
EXAMINATION													
<div style="display: flex; justify-content: space-between;"> <div> <p>DOCUMENTED</p> <p>UNDOCUMENTED</p> </div> <div> <p>LOCATION</p> <p>Inside Boundary Line</p> <p>Inside 8 NM</p> <p>Inside 12 NM</p> <p>Inside 20 NM</p> <p>Inside 60 NM</p> <p>Unlimited</p> </div> <div> <p>THIS VESSEL MEETS ALL USCG COMMERCIAL FISHING INDUSTRY VESSEL REGULATIONS</p> </div> </div>	<p>ISSUED</p> <p>1995 <input type="checkbox"/></p> <p>1996 <input type="checkbox"/></p> <p>1997 <input type="checkbox"/></p> <p>1998 <input type="checkbox"/></p> <p>1999 <input type="checkbox"/></p>												
<p>NO. 12345</p> <p><small>U.S. Department of Transportation</small></p>	<table border="1"> <tr> <td>JAN</td> <td>JUL</td> </tr> <tr> <td>FEB</td> <td>AUG</td> </tr> <tr> <td>MAR</td> <td>SEP</td> </tr> <tr> <td>APR</td> <td>OCT</td> </tr> <tr> <td>MAY</td> <td>NOV</td> </tr> <tr> <td>JUN</td> <td>DEC</td> </tr> </table>	JAN	JUL	FEB	AUG	MAR	SEP	APR	OCT	MAY	NOV	JUN	DEC
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The Coast Guard is making every effort to ensure that those owners who take the time to have a VOLUNTARY DOCKSIDE EXAMINATION are recognized for their compliance with the safety regulations. AGAIN, THE PRIMARY GOAL OF THE SAFETY PROGRAM IS TO REDUCE DEATHS AND INJURIES ON COMMERCIAL FISHING VESSELS. Owners who complete a dockside examination are assured that they meet all Coast Guard safety regulations. Some owners may ask, "why should I have the exam?". The obvious answer is because you will be assured your vessel complies with all the fishing vessel safety regulations which means a safer place to work. But, we want it to mean more than that!!!

Vessels with Voluntary Dockside Examination decals less than two years old are considered low priority safety boardings. The presence of a decal does not eliminate the possibility for an at sea boarding, but it definitely should result in a much faster safety boarding. The time saved can be spent on fishing. The presence of a valid decal may also result in a no boarding decision. If there are a number of fishing vessels in the area and yours has a decal, the boarding officer may use this information to move to another vessel if he has no other reason to board your vessel. The decal by no means eliminates the possibility you will be boarded. A list of all vessels that have valid decals is distributed to all boarding units in the district. This information is updated every three months and may be used to make board-no board decisions. The importance of a decal is emphasized in all boarding officer training classes held at the Northeast Fisheries Training Center at Otis ANGB on Cape Cod. This Coast Guard school trains over 600 boarding officers a year.

FIRST COAST GUARD DISTRICT

F/V DOCKSIDE EX- AMINERS

**DISTRICT COORDI-
NATORS**
TED HARRINGTON
BOB HIGGINS
408 ATLANTIC AVE
BOSTON MA 02110
617-223-8315

SARDET Eastport ME

207-853-2843

STA Jonesport, ME

207-497-2200

CGC Bridle
207-244-4290

STA Rockland, ME

207-667-6667
CGC TACKLE

207-594-7954

MSFO Bucksport

207-469-2394

MSO Portland, ME

Mr. Jeff Ciampa
207-780-3251

Sta Pt Allerton

617-925-0166

STA Gloucester, MA

508-283-9541

MSO Boston, MA

BM2 Tim Drew
617-223-3020

Sta Merrimack River

508-462-3428

MSFO New Bedford

Mr. Kevin Coyle
508-999-0072

MSO Providence

401-435-2300

Sta New London

203-442-4471

Sta Shinnecock

516-728-0078

MSFO
Coram NY

MST2 Eric Allen
516-732-0797

MIO New York

212-668-7859

F/V Dockside Examiners of the First District

Mr. Joe Marshall USCGAUX
Cape Cod, Ma
508-968-6600

Mr. Frank Kunz USCGAUX
Provincetown, Ma
508-968-6600

Mr. Albert Papp USCGAUX
Stamford, Conn
203-322-1587

Mr. Larry Cohen USCGAUX
Coram, NY
516-732-3113

508-888-0020

Mr. James Smith USCGAUX
Sayville, NY
516-589-1586

Mr. Albert Papp USCGAUX
Stamford, Conn
203-322-1587

Mr. Larry Cohen USCGAUX
Coram, NY
516-732-3113

Mr. John Kristoffersen
USCGAUX
Greenwich, Conn
203-622-1998

Mr. Ted Lowy USCGAUX
Long Island N.Y.
908-714-0001

Mr. Vic Bala
New Bedford, Ma
508-994-2454

Mr Bob Childs
Auxiliary Liaison for F/V Safety
Program
508-968-6600